

## AUTOMOBILE OUTPUT TO BE CORTAED

Manufacturers to Reduce  
Number of Cars Made for  
1911 Season.

By HARRY WARD.

The automobile dealers of this city say the outlook in the motor car trade has been considerably brightened in the last few weeks.

Dealers have been advised there will not be anything like the output for the 1911 season as there was for 1910 consumption. This will tend to prevent a glut in the automobile market and will serve to put the trade on a firm basis.

Considerable interest attaches to a statement issued today by Alfred Reeves, general manager of the Licensed Association of Automobile Manufacturers, in which he says:

"It is my opinion that the output for 1911 will be considerably curtailed—in fact, I expect to see a 50 per cent reduction in the manufacturing of automobiles since the midsummer estimates were given out. The manufacturers themselves are thoroughly posted on the situation, and now believe that it is best to have the 1911 market short of cars than an overproduction should be made."

The opinion of Mr. Reeves is always valuable, as he is generally in a position to know of the makers' plans and his judgment is usually reinforced by accurate facts collected not only from the maker with some one or more parts of a car's equipment. It is also well known that many of the manufacturers overproduced in 1910, not allowing for the protests raised by other business interests over the alleged extravagance of the country in buying motor cars, whereas the real trouble was in other directions.

It is now the opinion of competent judges that there is liable to be a shortage of automobiles in 1911, and that the few left over will melt away between now and April 1, especially as there is very little change in construction between the 1910 and 1911 models. This will leave the automobile market clear again and it will be surprising to see people standing in line for automobiles about May 1, and some of them will not be able to get deliveries.

The coming year will further assist business, especially the get further assistance, and other places. These shows always start the automobile enthusiast buying, especially if they are in the market for a new car. The man who has been thinking about buying is now of the opinion that nearly bottom values in automobiles have been reached, so that there will be a large number of new buyers for 1911 cars.

The first 1911 Standard-Dayton models made their appearance in Washington today, and the salesroom of the Standard Motor Car Company was thronged with motorists anxious to inspect the new machines. Among the models received from the factory are a seven-passenger touring car and a touring roadster.

Arrangements for the National Automobile Show, to be held in Convention Hall during the week of February 15, are progressing satisfactorily. Chairman W. C. Long and his associates on the show committee are planning elaborate decorations for the annual exhibition of cars. In the number of machines and diversity of accessories the show will be the largest Washington has ever seen.

Departing from the role of automobile for a time Monday, the four pathfinders who compose the party in the Ohio car, now en route from New York to San Francisco, joined a bucket brigade and aided in saving from total destruction a barn on the plantation of J. M. Hodgkins, ten miles north of Texarkana, Tex. As the pathfinders were nearing Hodgkins' place they saw flames bursting from the roof of the barn. Leaving the automobile on the roadside, they stumped buckets and rushed to the assistance of Hodgkins. Fred D. Clark, one of the drivers of the Ohio car, entered the blazing barn to liberate several mules and horses. He spotted Mr. Hodgkins' three-year-old daughter, Susan, playing in the doorway, mindful of her danger. Clark grasped the child and hurried to safety, just as the roof fell in. After the fire was extinguished, the automobilists proceeded to Texarkana. They will next go to Dallas, and thence to El Paso. Because of the muddy roads encountered Tuesday, the pathfinders were compelled to stop for the night at Del Rio, Tex., instead of going directly to Paris.

Harry E. Fields, vice president of the Hartford Rubber Works, has resigned, and on January 1 will become New York manager of the Rambler Automobile Company.

**Baltimore Signs Muth,**  
Said to Be Coming Star

BALTIMORE, Dec. 22.—"Buddy" Muth, the young left-hander who set the baseball fans here ago last spring by his exceptional work against the Orioles, was signed up this morning by Manager Dunn.

This news will be received with pleasure on all sides, for Muth was decidedly popular last year after his showing against the Athletics in the playoffs, just nineteen, and stands six feet. He is built along lines ideal for a hurler, and there are many who believe that he is a "lefty" Muth.

Muth pitched independent ball for Hagerstown last season, and was considerably overworked before the season was well on its way. Later on "Steve" Griffin, who was in charge of the Portsmouth team of the Virginia League, sent for Muth, but the youngster did not do any work for the ex-Orioles' team.

**BOWLING SCORES MADE  
ON DISTRICT ALLEYS**

R. R. Y. M. C. A. League.			
UNION STATION.			
Thomas	166	115	
Williams	150	157	168
Zapp	152	181	128
Miller	152	164	172
Hinger	130	142	128
Totals	830	810	778

NORTHEASTERN DUCKPIN LEAGUE.			
ATLANTIC.			
McCarthy	151	98	
Edly	138	101	109
Hagan	131	102	96
Droeger	90	118	104
Knokey	136	123	93
Totals	620	513	506

## BEEBE SIGNS UP WITH NEW CHIEF

Pitcher Who Figured in Red  
Deal Willing to Play  
Under Dooin.

PHILADELPHIA, Pa., Dec. 22.—Fred Beebe, one of the pitchers secured by the Phillies in the big trade with Cincinnati, and Louis Shetler, a pitcher, who was with the team last season, having been purchased from the Lancaster team of the Tri-State League, have sent their signed contracts to the Phillies.

Beebe is the second one of the four players received from Cincinnati to make known his willingness to come to this city. Hans Lobert recently wrote a letter to Manager Dooin stating that he was satisfied with the change and would be glad to play for Dooin next year.

Lobert is expected to visit this city after the holidays and come to terms with the Phillies. Outfielder Paskert and Pitcher Rowan, the other Cincinnati players secured by Manager Dooin, have not been heard from, but Dooin declares there will be no trouble signing them.

Beebe wrote that he is spending the winter on the fruit ranch which is run by his brother and himself at Poonia, Cal., and that he will join the Phillies in the South about March 1. In order to report at that time he will have to give up the position of baseball coach at a university in Colorado.

Last season Beebe won thirteen and lost fourteen games with Cincinnati. Of these defeats eleven were sustained in a row. That the pitcher was not to blame for the losses was shown by the fact that in ten of the defeats the Reds scored only four runs, one each in four games and none in the other six.

**GRIGGS MAY PLAY  
IN NAP OUTFIELD**

Recently Acquired Player  
May Be Coached for  
Sun Garden.

CLEVELAND, Dec. 22.—Napland fans are rejoicing over the acquisition of Arthur Griggs, from the St. Louis Browns. They figure that he will prove a far better asset to Manager McGuire than Catcher Nig Clarke has been for several seasons, or since 1906, when Clarke finished the season in a tie for the batting supremacy of the American League with George Stone, of the Browns, with an average.

Griggs is slated to be the Naps' handy all-round man. He can perform around short, second, first, or in the outfield. The chances are about 10 to 1 that Boss Jim will groom him man Friday to play the sun garden or left field, so as to be forthright in case Jack Graney blows, or to sub for Jack when the Naps are opposed to southpaw pitching.

The local sunfield is one of the worst in the majors to play. Graney has done fairly well in that pasture, and it is believed that he will improve still more. Easterly, Jackson, and Birmingham are lost when starting into Old Sol's rays, and as it is not likely that Dave Callahan will show enough to warrant his retention, judging him by his work last fall—Griggs looks like the logical man to learn how to do the terpsichorean stunts in Graney's stamping grounds.

Griggs has never been entirely satisfied at St. Louis, and it is believed that a change of scenery will result in the former Texas player delivering a superior brand of goods.

**Lewis Anxious for Bout  
With Packey McFarland**

NEW YORK, Dec. 22.—If Packey McFarland, the Chicago "stock yards" boy, wants to get on a good match and one that will bring him in a neat roll, all he has to do is to declare himself a welter-weight.

Willie Lewis wants to meet McFarland and the "Empire Athletic Club" stands ready to put a big purse for a bout between these two.

Lewis insists that McFarland should no longer bother with the lightweights, as he can not make a lower weight than 135, and this at 3 o'clock in the afternoon. Lewis says that such a weight means that McFarland would enter the ring at a round 142 pounds. Lewis last agreed to this weight at 6 o'clock for a fight with Packey.

**Hockey Team at Yale  
Improvement This Year**

NEW YORK, Dec. 22.—Yale has visions of a championship hockey team this season, following her 9-to-3 victory last night over the strong St. Paul School team at St. Nicholas rink.

The Yale seven is declared by all who saw the game to be a far stronger combination than that of last season. Griffin, who was in charge of the Portsmouth team of the Virginia League, sent for Muth, but the youngster did not do any work for the ex-Orioles' team.

G. P. O. Union League.			
PRESSMEN.			
Rickenbacher	143	136	147
Sturges	137	149	137
Burhans	154	167	154
White	155	134	168
Ladum	208	178	177
Totals	840	854	806

STAMPERS.			
Motter	139	135	170
Edly	138	101	109
Little	102	96	104
Cardwell	172	178	121
Woodford	172	132	151
Totals	600	745	746

## Stock Market Greatly Neglected, With Prices Easier—Street Gossip

LIGHT TRADING IN ALL SECURITIES,  
WITH PRICES HALF POINT OFF,  
ON AVERAGE.

NEW YORK, Dec. 22.—It was a decidedly uninteresting stock market, so much so that many room traders have decided that they will make it a four days' adjournment so far as they are concerned, leaving the action for the rest of this day and for tomorrow to more interested parties. The speculative element finds the changes so few and far between that it falls to see a chance for anything approaching a point, until the price becomes adjusted to new dividend conditions. That there was no reflected strength to the rest of the list was due to the fact that the increase, like every other movement of importance, was discounted by the market.

International Metropolitan was one of the weak stock, going off over a point, on the theory that the board of estimates would disapprove of its plans in regard to subway. It is added that the company will, if necessary, amend its plan that the entire \$13,000,000 necessary for subway and elevated extensions will be furnished by it, resulting in a saving of \$3,000,000 expenditure to the city.

The number of board watchers in customers' rooms decreased materially, and it was evident that the departures for holiday celebration elsewhere had commenced. Commission houses reported but little outside interest in the market. There was little change from 11 o'clock until after 1:30 in the afternoon. The same media prevailed, a little denser, prevailed. The net changes on Steel were but 1/4 of a point, on Union Pacific, on Southern Pacific, Reading and many rails, not lost. Northern Pacific a point drop. Smelter point off, and Interboro about the same. Western Union, which dropped Atlantic Coast Line, which dropped 2 points. Atchison was 1/2 lower.

## Today's New York Stock Exchange Prices

Quotations furnished by W. B. Hibbs & Co., members New York Stock Exchange, Washington Stock Exchange, and Chicago Board of Trade, Hibbs Building.

RAILROADS.		INDUSTRIALS.	
A. T. & S. Fe. com.	100 1/2	Amal. Copper	67 1/2
A. T. & S. Fe. prd.	102 1/2	Am. Beet Sugar	45 1/2
Atlantic Coast Line	114 1/2	Am. Can. com.	45 1/2
Balt. & Ohio	105 1/2	Am. Can. prd.	47 1/2
Balt. & Ohio, prd.	105 1/2	Am. Car & Fdy. com.	49 1/2
Brooklyn Rar. Trans.	75 1/2	Am. Car & Fdy. prd.	115 1/2
Canadian Pacific	134 1/2	Am. Cotton Oil com.	100 1/2
C. C. & C. O. com.	81 1/2	Am. Ice Securities	100 1/2
C. C. & C. O. prd.	81 1/2	Am. Loco. com.	39 1/2
C. & M. S. P. com.	122 1/2	Am. Loco. prd.	105 1/2
C. & M. S. P. prd.	122 1/2	Am. Sm. & Re. com.	73 1/2
C. & N. W. com.	140 1/2	Am. Sugar & Re. prd.	102 1/2
Col. & South. com.	105 1/2	Am. Sugar & Re. prd.	102 1/2
Del. & Hudson	162 1/2	Am. Tel. & Tel. com.	113 1/2
Del. & Hudson, prd.	162 1/2	Am. Tobacco prd.	142 1/2
Del. & Hudson, prd.	162 1/2	Am. Woolen com.	32 1/2
Del. & Hudson, prd.	162 1/2	Am. Woolen prd.	32 1/2
Del. & Hudson, prd.	162 1/2	Am. Woolen prd.	32 1/2

RAILROADS.		INDUSTRIALS.	
Am. Tobacco	142 1/2	Am. Woolen com.	32 1/2
Am. Woolen com.	32 1/2	Am. Woolen prd.	32 1/2
Am. Woolen prd.	32 1/2	Am. Woolen prd.	32 1/2
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